Exhibit 300: Capital Asset Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview & Summary Information

Date Investment First Submitted: 2009-06-30
Date of Last Change to Activities: 2012-07-25
Investment Auto Submission Date: 2012-02-27
Date of Last Investment Detail Update: 2012-02-27
Date of Last Exhibit 300A Update: 2012-08-23
Date of Last Revision: 2012-08-23

Agency: 021 - Department of Transportation **Bureau:** 12 - Federal Aviation Administration

Investment Part Code: 01

Investment Category: 00 - Agency Investments

1. Name of this Investment: FAAXX610: Aviation Safety Knowledge Management (ASKME/AVS)

2. Unique Investment Identifier (UII): 021-826990043

Section B: Investment Detail

1. **Provide a brief summary of the investment, including a brief description of the related benefit to the mission delivery and management support areas, and the primary beneficiary(ies) of the investment. Include an explanation of any dependencies between this investment and other investments.**

The Aviation Safety Knowledge Management Environment (ASKME) is a repository of critical safety technical information and data, as well as a set of knowledge management and analysis tools for knowledge collection, dissemination and analysis, provided for the FAA's Office of Aviation Safety (AVS) Aircraft Certification Service (AIR) workforce of aviation safety professionals. ASKME's goal is to enable a proactive approach to safety management by identifying potential safety risks in advance, avoiding exposure of risks to the traveling public. ASKME will provide a web-based knowledge management portal, collaboration, predictive safety data analysis, integrated data management and reporting, and AIR process execution tools. The ASKME program has a dependency with the Regulation and Certification Infrastructure for System Safety (RCISS) program. RCISS is an existing technology refreshment program within AVS funded to upgrade and maintain the AVS Information Technology (IT) enterprise infrastructure that includes the automation hardware, software, and communication components which support the safety data & applications utilized by the FAA AVS safety workforce.

2. **How does this investment close in part or in whole any identified performance gap in support of the mission delivery and management support areas? Include an**

assessment of the program impact if this investment isn't fully funded.

ASKME contributes to DOT and FAA goals of Safety and Organization Excellence by providing tools and technologies to support FAA/AIR's safety workforce. ASKME automated safety data analysis tools will help realize the vision of the AVS Safety Management System. ASKME will provide the automated systems to conduct safety data analysis, data gathering, as well as the collection of lessons learned as it applies to AIR safety-related responsibilities (e.g. aircraft certification and certificate management, regulatory development, designee supervision and oversight, and continuous operational safety). Through its offering of a knowledge management environment, ASKME will provide the capability to implement automation tools that will enable the FAA and its international partners to conduct business, collaborate, and make decisions effectively and in real-time. ASKME will help to attain the performance target of ensuring key operational procedures are in place for these partners in a consistent and timely manner. A core concept of ASKME is the critical integration of people, process, and technology. ASKME's true value will be derived from the integration of the tools into the business process whereby the workforce will be able to provide the highest degree of service to its customers. A reduction in ASKME would impact completing the ASKME programs that are already in-progress and will impair the ability of AIR to remain responsive to industry growth. Reduction in funding will have a long-term detrimental effect on the vitality, safety, and efficiency of the aviation industry and will cause delays to certification programs, release of new policies and guidance, designee approval or renewal, and response to inquiries.

3. **Provide a list of this investment's accomplishments in the prior year (PY), including projects or useful components/project segments completed, new functionality added, or operational efficiency achieved.**

The ASKME Program accomplishments achieved in FY2011 included: Deployed the automated Work Tracking Software-Risk Base Resource Targeting tool in September 2010. This automated capability provides users the ability to prioritize projects, allocate resources & mitigate identified project risks. The "Monitor Safety and Analyze Data" application was deployed in November 2010; this provides users the capability to filter, review, analyze and conduct trend analysis of aviation safety data. Users also have the ability to identify safety issues and safety-related process problems within the in-service aircraft fleet and pass this data on to Aircraft Certification Offices. The Program completed and delivered the "Assimilate Lessons Learned" application's Functional Requirements Document in December 2010, and received final approval by the Business Sponsors on January 24, 2011. The ASKME Program also reduced the schedule variance to within OMB guidelines and thresholds on September 9, 2010.

4. **Provide a list of planned accomplishments for current year (CY) and budget year (BY).**

CY2012: 1. Complete the Design review and initial testing for new vendors for Electronic Filing System (EFS). 2. Complete the Requirements for DTE - DDS Technical Evaluations Aircraft Certification Audit Info System (ACAIS). 3. Complete the Development for Assimilate Lessons Learned (ALL). 4. Complete the MSRD Development of R1P1 & R1P2 for Internal Oversee Safety Process (OSPi) 5. Complete the Development of functionality for Designee Supervision/Past Performance (DSPP) that will give users additional improvements for the management and monitoring of designees. BY2013: 1. Complete the development of core

components and end-user functionality for Work Tracking Software-Work Activity Tracking (WTS-WAT). 2. Complete the Requirements for Engineering Design Approval (EDA).

5. **Provide the date of the Charter establishing the required Integrated Program Team (IPT) for this investment. An IPT must always include, but is not limited to: a qualified fully-dedicated IT program manager, a contract specialist, an information technology specialist, a security specialist and a business process owner before OMB will approve this program investment budget. IT Program Manager, Business Process Owner and Contract Specialist must be Government Employees.**

2007-06-06

Section C: Summary of Funding (Budget Authority for Capital Assets)

1.

Table I.C.1 Summary of Funding

	PY-1 & Prior	PY 2011	CY 2012	BY 2013
Planning Costs:	$1.3	$0.0	$0.0	$0.0
DME (Excluding Planning) Costs:	$25.4	$13.5	$17.2	$12.8
DME (Including Planning) Govt. FTEs:	$5.6	$1.2	$1.3	$1.0
Sub-Total DME (Including Govt. FTE):	$32.3	$14.7	$18.5	$13.8
O & M Costs:	$0.2	$0.5	$1.0	$1.3
O & M Govt. FTEs:	$0.1	$0.2	$0.2	$0.4
Sub-Total O & M Costs (Including Govt. FTE):	$0.3	$0.7	$1.2	$1.7
Total Cost (Including Govt. FTE):	$32.6	$15.4	$19.7	$15.5
Total Govt. FTE costs:	$5.7	$1.4	$1.5	$1.4
# of FTE rep by costs:	27	8	7	8
Total change from prior year final President's Budget ($)		$-1.1	$0.0	
Total change from prior year final President's Budget (%)		-6.51%	0.00%	

2. If the funding levels have changed from the FY 2012 President's Budget request for PY or CY, briefly explain those changes:

There are no changes to funding levels in FY12 and FY13.

Section D: Acquisition/Contract Strategy (All Capital Assets)

Table I.D.1 Contracts and Acquisition Strategy

Contract Type	EVM Required	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	IDV Agency ID	Solicitation ID	Ultimate Contract Value ($M)	Type	PBSA ?	Effective Date	Actual or Expected End Date
Awarded	6920	DTFAWA11C00003									

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:
EVM has been included as a requirement for all contracts.

Exhibit 300B: Performance Measurement Report

Section A: General Information

Date of Last Change to Activities: 2012-07-25

Section B: Project Execution Data

Table II.B.1 Projects

Project ID	Project Name	Project Description	Project Start Date	Project Completion Date	Project Lifecycle Cost ($M)
EFS	Electronic File System (EFS)	The Electronic File System will be the primary repository for documents supporting the AIR Safety Workforce business processes and analysis. The system will enable document storage, cataloging, indexing, retrieval, and disposition, conversion of existing paper files to electronic files (historical scanning), and access to historical documents supporting current certification and inspection decisions and analysis.			
OSP	Monitor Safety Related Data (MSRD) - Oversee Safety Process (OSP)	OSP will monitor the health of the AIR system, enable OSP Management Review Board to make recommendations aimed at improving system performance and reducing system risks, and enable AIR to collect meaningful safety data (Accident, Service Difficulty, Audit, Process, Safety Performance Framework, Safety Risk Hazard, and Organizational			

Table II.B.1 Projects

Project ID	Project Name	Project Description	Project Start Date	Project Completion Date	Project Lifecycle Cost ($M)
		data) for the AIR Safety Management System (SMS).			
DSPP	Designee Supervision / Past Performance (DS/PP)	DS/PP is the ASKME portion of the larger AVS Designee Management System (DMS) initiative. Target Designee processes include orientation, training, oversight, and reporting.			
ALL	Assimilate Lessons Learned (ALL)	ALL provides the applications necessary to capture lessons learned knowledge - gathered during the certification and production approval process, regulatory development functions, and continued operational safety functions - and then share the knowledge across AIR.			
WAT	Work Tracking Software (WTS) - Work Activity Tracking (WAT)	WAT is the Work Tracking Software component that provides the applications necessary to allow detailed tracking of all work activities to facilitate resource optimization within the FAA.			
EDA	Engineering Design Approval (EDA)	EDA provides a single, integrated system to accomplish the engineering design approvals within the framework of the certification process using safety management principles.			
ACAIS	Aircraft Certification Audit Info System (ACAIS) (formerly known as DDS (Delegation Option Authorization/Designated Alteration Station/Special Federal Aviation Regulation – 36) Technical Evaluations)	ACAIS provides Aircraft Certification Service (AIR) and Flight Standards Service (AFS) with the ability to schedule, plan, document, and analyze results of evaluations, inspections, audits and supervision of FAA Production Approval Holders (PAHs) and Organizational Designation Authorization (ODAs).			

Table II.B.1 Projects

Project ID	Project Name	Project Description	Project Start Date	Project Completion Date	Project Lifecycle Cost ($M)

Activity Summary

Roll-up of Information Provided in Lowest Level Child Activities

Project ID	Name	Total Cost of Project Activities ($M)	End Point Schedule Variance (in days)	End Point Schedule Variance (%)	Cost Variance ($M)	Cost Variance (%)	Total Planned Cost ($M)	Count of Activities
EFS	Electronic File System (EFS)							
OSP	Monitor Safety Related Data (MSRD) - Oversee Safety Process (OSP)							
DSPP	Designee Supervision / Past Performance (DS/PP)							
ALL	Assimilate Lessons Learned (ALL)							
WAT	Work Tracking Software (WTS) - Work Activity Tracking (WAT)							
EDA	Engineering Design Approval (EDA)							
ACAIS	Aircraft Certification Audit Info System (ACAIS) (formerly known as DDS (Delegation Option Authorization/Designated Alteration Station/Special Federal Aviation Regulation – 36) Technical Evaluations)							

Key Deliverables								
Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)

Key Deliverables								
Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)

NONE

Section C: Operational Data

Table II.C.1 Performance Metrics

Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency
Increase the percentage of safety trends identified and tracked by Monitor Safety Related Data-Monitor Safety and Analyze Data (MSRD-MSAD)	Percentage	Customer Results - Customer Benefit	Over target	0.000000	0.000000	0.000000	10.000000	Semi-Annual
Achieve an acceptable Customer Satisfactory response level of 75 percent (100 percent is the highest), that "Exceeds Expectations" resulting from the Post Implementation Review (PIR) survey analysis	Percentage	Customer Results - Service Quality	Over target	75.000000	0.000000	0.000000	75.000000	Semi-Annual
Within a 72 hour period, restore the system and maintain an acceptable level of system availability, at a rate of 89 percent or higher for users according to the agency policy and system category levels.	Percentage	Technology - Reliability and Availability	Over target	72.000000	0.000000	0.000000	89.000000	Monthly
Achieve an acceptable level of	Percentage	Technology - Quality Assurance	Over target	0.000000	0.000000	0.000000	98.000000	Semi-Annual

Table II.C.1 Performance Metrics								
Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency
pass/fail results at 98 percent or higher for User Acceptance Testing (UAT) and production readiness								
Decrease the number of days, to 1 day to produce the Safety System Oversight report post data entry	Number	Process and Activities - Cycle Time and Timeliness	Under target	0.000000	0.000000	0.000000	1.000000	Semi-Annual